(iii) Training of staff has been given new thrust with better training facilities.

(iv) Two simulators—one each at Kanpur and Tughlakabad—haye been installed for training of drivers. More simulators are being acquired.

(v) Drivers are given breathalyser tests to check if they have consumed alcoholic drinks before start of duty. Special surprise checks are also conducted.

(vi) Frequency of inspections and surprise checks has been increased. More safety drives have been launched.

(vii) Priority execution of ' track circuiting on all trunk route and main line stations.

(viii) Change in signalling circuitry to prevent slot being given till starter and advance starter for the previous train have been put back.

(ix) Auxiliary warning system for giving advance warning about signals at danger to driver of the running train and stopping of the train if the driver does not respond within the pre-determined time interval has been commissioned on Bombay suburban section.

(x) Flasher lights have been provided on locomotives to give indication of emergency position to drivers of other trains running from opposite direction so that they are alerted.

(xi) Communication facility between station staff, driver and guard of running trains will be provided.

(xii) Stringent penalty to the extent of dismissal/removal from service is being imposed on staff causing serious accidents.

329 unmanned level crossings have been manned in 1995. State-wise data is not maintained. Railway-wise break-up is:

Central Railway	54
Eastern Railway	1
Northern Railway	46
North Eastern Railway	13
Southern Railway	67
South Central Railway	60
Western Railway	88
TOTAL:	329

Entry of Foreign Car Manufacturers

1862. SHRI R. MARGABANDU: Will the Minister of INDUSTRY be pleased to state:

(a) whether several car companies from abroad are entering India;

(b) if so, their Indian partners and the number of cars likely to be imported annually into the country;

(c) the foreign exchange involved; and

(d) the steps taken by Government to ensure that they do not over-step the quotas allotted?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DR. C. SILVERA): (a) Yes, Sir.

(b) The Indian and foreign partners in the joint ventures approved for manufacture of cars during the last three years are:

	Indian Partner	Foreign Partner	
(i)	Hindustan Motors	General Motors USA	of
(ii)	Premier Automobiles Ltd.	Peugeot France	of

Indian Partner	Foreign Partner
(iii) Sipani Automobiles Group	Rovers of U.K.
(iv) Telco	Mercedes Benz of Germany
(v) DCM	Daewoo Motors of Korea
(vi) Mahindra & Mahindra	Ford Motors of USA .
(vii) Shriram Industrial Enterprises Ltd.	Honda Motors of Japan
(viii) Hindustan Motors	Mitsubishi Corporation of Japan

The above joint ventures have so far sought import of 28152 cars in SKD/ CKD condition to cover their first year requirement.

(c) The foreign exchange involved in the import of the above cars is estimated at Rs. 735 crores.

(d) Government has not allotted any specific quota of foreign exchange to these joint ventures.

Diversion of Funds Meant For Poverty Alleviation

1863. DR. MURLI MANOHAR JOSHI: SHRI TRILOKI NATH CHATURVEDI:

Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) the States which have failed to utilize the Central funds properly and within stipulated time in 1992-93, 1993-94 and 1994-95 together with the amount and names of the schemes;

(b) the States which have diverted funds meant for poverty alleviation and employment during 1992, 1993, 1994 and 1995 together with the amount and names of the schemes; and

(c) the States which have failed to contribute their share of funds during the period together with the amount?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (DEPARTMENT OF RURAL EMPLOYMENT AND POVERTY ALLEVIATION) (SHRI VILAS MUTTEMWAR): (a) to (c) Integrated Rural Develoomeent Programme (IRDP), Jawahar Rozgar Yojana (JRY) and Employment Assurance Schemes (EAS) are major poverty alleviation schemes being implemented by the centre in various States/Union Territories. Statements showing availability of funds from Central and State Sector and the position of utilisation of funds by various States/UTs under these schemes during 1992-93, 1993-94 and 1994-95 are. placed at Annexures-I, II & III. *[See* Appendix 175, Annexure No. 47] From the Statements, it may be seen that in most of the States the position of utilisation of funds have been satisfactory.

So far as IRDP, is concerned, no instance of diversion of funds has been brought to the notice of the Government.

As regards JRY, as per modified guidelines from 1.4.1994, diversion of resources from one scheme to another scheme *i.e.* schemes not connected with JRY is not allowed. Diversion of resources from one district to another and from the village to another village are also not permissible. The system of checks and balance is built into the JRY to avoid misappropriation and diversion of funds. The funds are now being released to the District Rural Development Agencies/Zilla Parishads (DRDAs/ZPs) to avoid diversion of JRY funds for other purpose. However, in implementation of the scheme number of